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All letters for publication should be written on one side of the paper only.
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The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1908.

It is of interest to note that in 1907, the first year after the promulgation of the Anti-Opium Edict, the import of foreign opium into China actually showed an increase on the returns for 1906. In that year the import was 54,117 piculs while in 1907 it amounted to 54,584 piculs— notwithstanding the fact that the total arrivals and shipments at Hongkong for 1907, as compared with the figures for the previous year, showed a falling off of 6,724 chests for arrivals and 5,370 chests for shipments. What the explanation of the increased import into China may be, while the arrivals and shipments at Hongkong show such a material reduction we do not know. Some few weeks ago we reviewed the reports made by the Customs Commissioners at the Yangtze ports in regard to the opium traffic in that region last year, and the general interest evinced in that review, which was reproduced by several of our contemporaries in other ports, suggests to us that a similar review of the trade in the Southern ports would be no less acceptable.

Taking first, then, the port of Canton we find the Commissioner reporting that in spite of local anti-opium efforts, there has been no very striking diminution in the importation of the foreign drug; the quantity for 1906—11,146 piculs—was the highest for many years, but it only exceeded the 1907 import by 742 piculs. As to Native opium the import showed an excess of 539 piculs on that for 1906. Therefore, says Mr. King, taken in connection with the foreign figures, the trade may be said to have remained very

much in statu quo. Passing to Mr. W. R. M'D. PARR's report on the Kowloon trade we find the statement that some 1,040 piculs of foreign opium passed the Kowloon station—the highest figures for the last 16 years—being an increase of 33 over the previous year's figures. Turning, however, to Leppa, we find Mr. WILKINSON reporting that the import of foreign opium fell short of his 1906 figures by 244 piculs. Mr. von LINDHOLM at Samohai reports a decrease of 90 piculs. Mr. VAN AALST at Wuchow says that during the year 1907 over 5,000 piculs of native opium came to Wuchow of which only 976 piculs passed into Kwangtung by junk. This showed a great decrease on the figures for preceding years, "due," it is said, to the drug being now carried towards Pakhoi." When we turn to the report of the Commissioner at Pakhoi (Mr. ACHESON) we find the statement that the quantity of foreign opium imported—269 piculs—was the greatest in any year since 1894, the only reason he had heard for the increase being lower prices in Hongkong and consequent ability of the people to buy more of the drug. The trade in native opium is small, being only 14 piculs against 8 in 1906.

Taking now the ports North of Canton, we find that at Swatow there was a falling off, of 77 piculs, in foreign, and 1,410 piculs in native opium. Mr. HARRIS mentions a report that some 25 per cent. of smokers attempted to abandon the habit, but about a third of the number returned to the pipe. The Commissioner, however, says that diminution in the use of the drug and antipathy to the trade are perceptible. Coming to Amoy, we have Mr. BOWEN reporting that the total gross importation of foreign opium amounted to 3,870 piculs, "which is actually, with the exception of two years—1897 and 1903—in which arrivals of native opium were small, the largest importation since 1893. This result, which, as the Commissioner remarks, is somewhat surprising in view of the closing of the opium dens during the year, is attributed in the report to the high exchange during the greater part of the year. As regards native opium, the Commissioner reports a decrease of about 800 piculs in the import, but he does not attribute it to diminished consumption. It is due, he says, no doubt, partly to the larger arrival of the foreign drug and partly to the large local production. Finally we come to Foochow. Here, Mr. MONTGOMERY reports, a good deal of energy has been shown by the officials and anti-opium associations established in Foochow and the neighbourhood to reduce the consumption of opium, and he believes they have had some success with the younger men. The import of foreign opium for the year shows a decline of 168 piculs while the import of native opium fell off by 372 piculs. Through some of the Southern ports are in proximity to opium-growing districts we note only one reference to diminishing cultivation. That is in the report of Mr. von STRAUSS, the Commissioner at Nanning, on the West River. Formerly, he says, about 3,000 chests of Yunnan and 5,000 chests of Kweichow opium are said to have been sold in this city; but during the last few years a gradual decrease has taken place, and during 1907 it is said to have fallen about 40 per cent below its original amount. "How seriously this decrease in native opium must affect Nanning trade can easily be judged from the fact that it formed a medium of barter and was generally exchanged here for various kinds of foreign goods, mostly cotton yarn." Two reasons, the Commissioner adds, are given for the decrease; first, the introduction, three years ago, of an increased tax on native opium in the Two Kwang provinces which is said to have brought about an alteration of its old trade routes, and, next, the anticipation that opium would be prohibited is said to have induced many growers to give up the cultivation of the poppy, and take to growing cotton instead. It may be that in the Two Kwang the internal opium tax is more successfully gathered than in some other parts of China. For instance, foreign opium merchants complain that the greater part of the large production in the Amoy districts evades duty and is carried clandestinely by junk as well as overland to all the neighbouring centres of consumption. "This may or may not be the case," says the Amoy Commissioner, "but considering the well-known lawless character of the Tungshan people—the district in which the great bulk is grown—and the fact that an opium tax collector was killed there some two years ago, it would seem that the control of the growers in that region is at any rate not conducted without difficulty."

On the whole then it cannot be said, so far as the year 1907 is concerned, that there is any very substantial evidence of honest compliance with the Anti-Opium Edict. So far as the foreign drug is concerned, the

import in 1907 was slightly larger than in 1906, and the only evidence of diminished cultivation of native opium the Customs reports afford, is that we have quoted from the report on the trade of Nanning. The year 1907 has done little more for the cause of the reformers than reveal the difficulties of the task to which they have set their hands.

The regulations concerning brewery licenses are published in the *Gazette*.

An aged Chinese, who fell from the window of his house in Eist Street to the ground, a distance of 41 feet, was killed instantaneously on Saturday.

The unveiling of the memorial window erected to perpetuate the memory of the late Bishop Hoare is announced to take place at the morning service on September 20th. His Excellency the Governor will perform the ceremony.

Great damage to crops has been caused in the province of Shantung by torrential rains. Traffic on the railway between Tientsin and Tainanfu was interrupted for a few days. Hundreds of peasants are reported to have been completely ruined by the rain.

A strange accident occurred at the Anglo-Chinese School in Peking through a slate pencil piercing the heart of a Chinese child. Like most school children, the boy, who was about eight years old, carried a sharp pointed pencil in his coat pocket. During recreation time, he somehow fell forward, the pencil being in such a position that it pointed end entered his body. It pierced his heart to the depth of over two inches and snapped. He was taken to the General Hospital, where the doctor extracted the broken end, but, owing to the vital place of the wound, the poor lad succumbed.

The *Strait Times* hears from a very reliable source that the Johore Government has accepted the tender of Mr. Tan Joo Tseam, Johore, for the Johore Opium and Spirits Farms for the sum of \$87,000 per month. The amount paid previously by the Opium and Spirits Farmer was \$87,500. When it was found that the revenue was insufficient and the Farmers craved the indulgence of the Johore Government, the monthly sum was reduced to less than \$30,000, but even then the Farmers did not consider that they could carry on remuneratively, and they were released from their contract.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1908, as certified by the managers of the respective banks is as follows—

Banks.	Average Specie in Amount Reserve.
Chartered Bank of India, Australia and China	3,765,479 2,804,000
Hongkong and Shanghai Banking Corporation	14,594,134 10,000,000
National Bank of China, Limited	108,231 36,000
Total	\$11,447,693 12,836,000

The Wai Wai Pu has drawn up some new regulations about the protection of foreign missionaries in the various provinces with a view to preventing anti-missionary riots in future. The Foreign Ministers in Peking will shortly be notified about the regulations so that they may be put into force as soon as possible. It is said that the regulations do not interfere with the work of the missionaries at all and are simply for the guidance of the local Chinese authorities. In future no foreign missionaries will be recognised by the Chinese Government unless their names have been registered in the books of the Wai Wai Pu through their respective ministers.

A DEMENTI.

A telegram from Peking states that the report of the recall of H.E. Wu Ting-fang, Chinese Minister in Washington, in consequence of certain statements made by his Excellency concerning the suggested American-Chinese Alliance, is untrue, and that the Grand Council has never proposed anything of the sort.

THE "ARRATOON APCAR."

The *Japan Chronicle* of the 28th ultimo contained the following paragraph:—
"The British steamer 'Arratoon-Apcar' was to be allowed to leave the Nagasaki Quarantine Station at 8 p.m. on Thursday for Yokohama upon the expiration of her ten days' detention. Of the six Indian sufferers from cholera among her passengers three have succumbed, and the other three are still under treatment. Dr. Hasegawa, one of the cabin passengers, who was also affected by the disease, will remain at Nagasaki with his wife."

SHIPPING NEWS.

Great anxiety, says the *N.C. Daily News* of the 3rd inst., is felt concerning the steamer "Myra," which is six days overdue on her voyage from Yokohama to Shanghai. It is feared that she has gone down in the typhoon that wrecked the "Dunearn."

A notice has been issued warning mariners that floating mines are again making their appearance near Vladivostok and in Amur and Ussuri Bays. There is great expectation that these mines may still retain their explosive element.

CHOLERA AND THE CHOLERA EPIDEMIC. Owing to the prevalence of cholera in South China the Nippon Yusen Kaisha has decided to attach a specialist to every steamer bound for South China in addition to the ordinary physicians on board, to promote the safety of passengers. The specialist is to deal with quarantine and disinfection affairs. The "Kaeng Maru," which left Yokohama on August 27th, was the first steamer to carry such an expert.

TELEGRAMS.

[REUTERS' SERVICE.]

MOROCCO.

London, September 3rd.

Germany's action in sending her Consul to Fes threatens to revive the Moroccan question in its most acute form, and in consequence there is anxiety on the Paris and Berlin bourses. The German newspapers are in a chorus of approval at the turn of events, but the French are uneasy, and suspect an intention on the part of Germany to resume a policy of hostility and provocation. The *Paris-Temps* says that an immediate and unconditional recognition of Mulai Hafid as Sultan is out of the question, and Germany must not be surprised if she finds herself alone in this matter. France regrets that Germany is not of the same mind as the rest of Europe, but she will not modify her line of conduct.

The German Chargé d'Affaires, in an interview with M. Fiehon, explained Germany's relations with Mulai Hafid, and her views regarding his recognition as Sultan. The British press criticises Germany's hasty action, and thinks that she should have allowed France and Spain to take the initiative. The press also considers that Germany's action destroys the effect of the Kaiser's Strasbourg speech. It is stated that Great Britain is awaiting the decision of France and Spain before taking action.

Germany's action in Morocco continues to depress the bourses.

AMERICA AND JAPAN.

London, September 3rd.

President Roosevelt, writing to the Hon. Elihu Root, United States Secretary of State, concerning the postponement of the Japanese Exhibition, says that the people of the United States hold Japan in peculiar feelings of regard and friendship, and that no other nation is more anxious than America to make the Exhibition a success. The object of the President's letter is apparently to set at rest the latest rumours regarding the relations of America and Japan, notably in regard to the proposed China-American alliance as against Japan.

DISTRESS IN GREAT BRITAIN.

London, September 4th.

The unemployment question during the coming winter threatens to become of the most serious nature, and there is already anxiety in the great industrial centres. Manchester is applying to the government to sanction relief work and a loan of fifty thousand sterling.

At Glasgow yesterday, hundreds of unemployed broke into the Town Hall during a council meeting and were only ejected by the police after a severe struggle.

THE GALES IN ENGLAND.

London, September 4th.

Continuous rains and gales have devastated the Kentish hopfields, and a large proportion of the crops are not worth the picking. The workhouses are full of unemployed pickers.

THE MEETING OF MINISTER.

London, September 4th.

Baron Aehrenthal and Signor Tittoni conferred yesterday at Salzburg. Tomorrow Baron Aehrenthal visits Herr von Schoen at Bechtlesgarde.

EVENING COATS.

JAPANESE AND CHINESE INFLUENCE ON FASHION.

The Japanese and Chinese ideas still hold considerable sway in the provinces of coats and coats, remarks a London paper. Among the handiwork and most practical evening coats are visible Chinese mandarin coats, embroidered in true Chinese fashion and colouring down to a point about halfway between the waist and knee, and falling from there in plain satin folds almost to the floor.

Some of the Chinese coats are very gorgeous in colouring but perhaps the most attractive are those of soft, heavy, black satin, lined with colour, and embroidered in those Oriental blues, yellows, and greens, with lovely dull blues largely predominating. There are touches of gold in some of these embroideries, and large gold ornaments, with pendant tassels to fasten the coat at the throat.

CANTON.

[FROM OUR CORRESPONDENT.]

September 4th.

TRANSFER OF I. M. CUSTOMS OFFICIAL. It is reported that the I. M. Customs here received a cablegram from the Acting Inspector-General of Customs yesterday transferring Mr. Alabaster, Indian Deputy-Commissioner to Hoochow. It is said that Mr. J. C. Johnston, Acting Commissioner at Wuhu, is likely to succeed him here.

THE ARRIVAL OF THE SOUTHERN PROVINCES. General Chang Wai Chi, who has been deputed by the Board of War to inspect the Reformed Armies of the Southern Provinces, has arrived in Fookien, and is expected here shortly. Viceroy Chang has given instructions to the Military Authorities to make preparations for the reception of the General and also to hasten the preparation of a list containing the number of soldiers enlisted, their names, and the number of rifles and other fire-arms and ammunition in store, and plans of all the barracks and military stations in the Province so as to have them ready for delivery to General Chang on his arrival.

THE CANTON GOVERNMENT CEMENT FACTORY.

The Director of the Government Cement Factory recently reported to Viceroy Chang that, in order to complete the works of the factory, a further sum of 270,000 taels is necessary.

Upon receipt of the report His Excellency instructed the Provincial Treasurer and the Bureau of Local Affairs to pay the amount out of their treasuries. Unfortunately the funds of both these treasuries are rather low, but, as the Cement Factory is regarded as an important Government concern, and the sum required is enormous, the officials of the above departments decided to borrow the amount from a local Shensi bank. The amount will be repaid to the bank in instalments with interest out of the profits made by the Cement Factory.

ORFUM SMOKERS DEEMED FROM SERVICE. A few days ago the Commissioner of Customs here dismissed two Chinese clerks for continuing to smoke opium after they had signed the pledge to give up the habit. One clerk had been in the I. M. Customs service for about 18 years. It is said that he originally purchased the position for 3,000 taels.

FLOOD RELIEF FUND.

The following gentlemen have contributed to the Flood Relief Fund:—Shaw Wing Shun, P. A. Co., W. S. Sabur, Fanfan Co., Old Walled City, Fanfan Co., have donated \$20,000, \$10,000 and \$12,000 respectively to the Flood Relief Fund.

PROVINCIAL TREASURER'S RESIGNATION ACCEPTED.

It is reported that Viceroy Chang has accepted the resignation of the Provincial Treasurer, Woe Pak Fong. On his departure the Provincial Treasury Chancellor will be appointed Acting Provincial Treasurer.

FRENCH OFFICIALS DECORATED.

On the recommendation of the Viceroy of Canton, several officials of the French Colony of Kwangchow-Wan have received decorations of the second and third degree from the Chinese Government for services rendered in capturing pirates.

SILK DEALERS ROBBED.

Recently the firm of Mr. T. E. Griffith here entered into a contract with the Mi Lun firm for the purchase of 50 bales of silk and a sum of \$10,000 was paid to the latter firm as bargain money.

On the 18th ultimo, the Mi Lun firm dispatched several folk with 2,500 taels to a town called Hang Sze in the Nam Hoi District to purchase silk from the silaturs there for delivery to Mr. T. E. Griffith. On their voyage to Hang Sze they were robbed of the whole amount while the boat was at anchor at a large village named Ng Cheen quite close to Canton.

By a band of robbers belonging to the village of Lam. The leader's name is Tam Yee who is a nephew of Tam Kwai Chi, a powerful resident of the village. The booty was taken to the Ancestral Temple of the village where it was divided amongst all those who took part in the robbery.

M. B. M. Consul-General has reported the matter to the Viceroy who is said to have given orders to the Nam Hoi Magistrate to arrest the culprits and punish them.

THE FAKUMEN RAILWAY.

JAPAN AND ENGLISH CRITICISMS.

The Tokyo correspondent of the *Times* telegraphed the following on the 3rd ult.:—
Japanese public opinion is evidently much distressed by the comments of English journals on the Fakumen Railway. Japan considers foreign railway concessions in China worthless unless they are protected by clauses protecting them against competition, because China, swayed by the "rights recovery" propaganda, will inevitably render the concessions valueless by the construction of parallel lines of railway. Practically every concession is so protected, and Japan asserts that the principle of exclusiveness has been successfully invoked in favour of British railway concessions in the Yangtze Valley and elsewhere, in cases which compare unfavourably from the point of view of the open door, with that of the Fakumen Railway. Consequently Japan is compelled to regard the recrudescence of unfair and hostile criticism as a systematic campaign designed to create in China and elsewhere a false impression regarding her action, and thereby to force her to withdraw her veto upon the construction of the Fakumen line, although it would be manifestly prejudicial to the interest of the South Manchurian Railway, since both serve the Liao Valley, and the greatest and least distances between the two roads are 92 and 25 miles respectively.

Japan has already borrowed in London two millions sterling on the security of the South Manchurian Railway, and, therefore, honest dealing and the due protection of the interests of lenders and shareholders alike compel her to maintain the veto to the objection of bad faith. It is contrary to the Feking Convention of 1905, she permitted a parallel line in the Liao Valley, and the relief of Fakumen and the *Hinko* land were the sole aim of the anti-Japanese agitators, that end may be attainable by the construction of a line from Fakumen to Tieling, whereas the fact that they insist on a line to Tsin-min-tsun proves that selfishness for Fakumen is not the sole motive. Finally, Japan thinks that the action of the agitators is unjust, and that it disregards the rule of reciprocity and fair play.

THE LOSS OF THE "DUNEARN."

HOW THE DISASTER OCCURRED.

The N. Y. K. steamer "Saikyo-maru" from Formosa brought to Moji the news of the loss of the British steamer "Dunearn," which was caught in a typhoon off Goto Island, near Nagasaki, on the 26th ult. The crew of the ill-fated steamer numbered 52, of whom only two were rescued, one being Mr. William Phillips, aged 24, third officer, and Mr. John London, aged 22, fourth engineer. These two young officers were fortunate enough to be picked up by the "Saikyo-maru" at noon on the 27th. The others were drowned.

The crew of the "Saikyo-maru" made a collection in aid of the survivors, which amounted to ¥57 and this sum was presented to the rescued officers.

The steamer belonged to the Dinedin Steamship Company, of Leith, Scotland, and was commanded by Captain Graham. She left Nikolaisk on the 12th August and arrived at Karatsu on the 24th to load coal. She left Karatsu on the 24th at 9 a.m. for Singapore.

The vessel, says the *Nagasaki Press*, is well-known in Japan ports and Captain J. Graham who had commanded her for over seven years, will be sincerely mourned by many friends in the various ports. He was a native of Edinburgh and, although only 38 years of age, was Commodore of the Dinedin Shipping Company's fleet and had gained the reputation of being a careful and skilful seaman. The "Dunearn" was the last vessel to enter Vladivostok during the war with a cargo of coal and narrowly escaped being captured by the Japanese. Coming out of the Siberian port, the vessel was stopped by the Japanese, but as there was nothing on board then to which exception could be taken, Captain Graham had the satisfaction of completing the adventurous voyage in safety and arrived at Moji in February, 1903. Although of a somewhat reserved temperament, Captain Graham became very popular in the course of repeated visits to Shimomaki and Moji, where he was known and respected by all the foreign residents and where the news of his death has occasioned deep gloom. He resided at Leith and leaves a young widow, to whom the heartfelt sympathy of all will go out in her great bereavement.

The third officer, who was one of the survivors, gave an account of the disaster and the following summary was placed at our contemporary's disposal:—

"On the 26th inst. the 'Dunearn' encountered a very severe typhoon and could make but little headway, the engines going slow."

"All the officers' cabins were flooded and the bursting of a sea in the bunkers gradually worked the coal into the engine-room, giving the vessel a bad list. Just before she turned over, another heavy sea struck her and carried away the starboard side of the bridge, chart-room, and cabins, and washed overboard the Captain and Second Mate. The No. 2 hatch was also burst open and this seems to have been the chief cause of the vessel going over. She sank about 3 p.m. on the 26th when, roughly, Long 128 E., Lat. 30° 31' N. The other survivors were the Fourth Engineer. They were picked up by the 'Saikyo Maru' in Long. 17° 19' E., Lat. 31° 43' N., at 11.20 a.m. and 1.30 p.m. on the 27th."

Officers of the "Saikyo Maru" state that, as their vessel passed the scene of the wreck, a great number of sharks were seen, and it is probable that many of the missing sailors fell victims to the voracious monsters.

THE "ENTENTE CORDIALE" AT CANTON.

Mr. H. H. Fox, the Acting British Consul-General at Canton, in a public notification says he has much pleasure in bringing to the notice of British residents on Shamoon the following correspondence which has recently passed between the French Consulate and the Consulate-General with reference to the assistance rendered to the French gunboats on the occasion of the typhoon of July 28th last.

[Translation.]

M. BRAUVAIS TO MR. FOX.

1st September, 1908.
SIR, AND DEAR COLLEAGUE,—In a letter dated 22nd August, Rear Admiral Perrin, Commander-in-Chief of the French Naval Division in the Far East, has requested me to convey his deep and sincere gratitude to the residents, both French and others residing on the concessions of Shamoon, who, undeterred by the fury of the wind, the torrents of rain, and the falling trees, which exposed them to constant danger, rendered the most friendly assistance to the crews of the French gunboats on the occasion of the typhoon on the 28th July last.

I feel that I cannot do better than request you to be so good as to bring this expression of the Rear-Admiral's appreciation to the notice of your nationals, and I venture at the same time to express to you my full sympathy with these sentiments.

(Signed) J. J. BRAUVAIS.

MR. FOX TO MR. BRAUVAIS.

3rd September 1908.
SIR, AND DEAR COLLEAGUE,—I have the honour to acknowledge receipt of your letter dated the 1st instant, in which you are so kind as to convey to me, for the information of my nationals, an expression of the appreciation by Rear-Admiral Perrin, Commander-in-Chief of the French Naval Division in the Far East, of the services rendered by the French residents on Shamoon to the French gunboats on the occasion of the recent typhoon.

It will give me great pleasure to acquaint my nationals with the contents of your exceedingly courteous communication, and I take this opportunity to tender to Admiral Perrin and yourself our sincere thanks for your most kind appreciation of services which, whilst trifling in themselves, were rendered in a spirit of good comradeship and admiration for those brave French sailors who worked so nobly to save their ships.

I have, &c.

HARRY H. FOX.

DATA

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TAKEO TAKAMICHI,
Manager.
Hongkong, 24th March. 1908. 524

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do.	3	do.	3 1/2%	do.

J. L. VAN HOUTEN, Agent,
Hongkong, 16th July, 1909. 25

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Hongkong, 4th December, 1907. 24

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AUSTRALIA AND CHINA.

Hongkong, 4th Decem^r, 1907. 24

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND.....	£1,525,000
RESERVE LIABILITIES OF PROPRIETORS.....	£1,200,000
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INTEREST allowed on Current Account	

RESERVE FUND..... \$1,525,000

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INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months 4 per cent

for \$	84
for 3 "	84 "

JOHN ARMSTRONG,
Manager,
Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL ...	..	21,500,000
SUBSCRIBED ... ..	..	1,125,000

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL	...	...	21,500,000
SUBSCRIBED	...	...	1,125,000
PAID-UP	...	...	562,000
RESERVE FUND	...	...	210,000

DEPOSITS:

LONDON JOINT STOCK BANK, LIMITED.

ADD-UP	...	...	562,000
RESERVE FUND	...	...	210,000
DEBITES:			
LONDON JOINT STOCK BANK, LIMITED.			
INTEREST allowed on Current Accounts			
at the rate of 2 per cent. per annum on the			
y-balance.			
ON FIXED DEPOSITS:			
for 12 months	...	...	4 per cent.

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
y-balance.

ON FIXED DEPOSITS :

For 12 months	4 per cent.
For 6 "	"	"	3 1/2 per cent.
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EVAN ORMISTON,
Manager.

Hongkong, 23rd April, 1908.

EVAN ORMISTON,
Manager.

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STEAM NAVIGATION COMPANY.

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SHANGHAI, MOJI, and KOBE	ORIENTAL	About 17th Sept.	Freight and Passage.
LONDON via USUAL PORTS MALTA	MALTA	Noon, 19th Sept.	See Special Advertisement.

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F. J. ABBOTT,
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SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, SHANGHAI and CHINESE HAIKOW and HAIPHONG	YUNYAN	On 7th Sept., 4 P.M.
MANILA	"CHILLY"	On 8th Sept., 9 A.M.
SWATOW, CHEFOO and TIENTSIN	"TEAN"	On 8th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, OOKTOWN, CAIRNS, DOWNSVILLE, BRISBANE, SYDNEY, with Transit to TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 10th Oct., 4 P.M.

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FOR	THE CO.'S S.S.	LEAVING
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TAMU via SWATOW, AMOY, and FOOCHOW	"DALIN MARU"	SUNDAY, 14th Sept., at 2 P.M.
ANPING via SWATOW, AMOY, and FOOCHOW	"SHOSHU MARU"	WEDNESDAY, 16th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

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T. ARIMA, Manager.

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OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA	10th September
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA	18th September
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA	26th September
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BENEGAMBIA	10th October
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGRAVIA	17th October
FOR NEW YORK	S.S. VANDALIA - On 25th September.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Tuesday, 8th Sept., Noon.
SANDAKAN	"MAUSANG"	Tuesday, 8th Sept., 4 P.M.
SHANGHAI	"YATSHING"	Wednesday, 9th Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.
MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.

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Hongkong, 7th September, 1908.

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GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	HAVRE	STEAMERS	DATE OF SAILING
MARSEILLES	"CATHAY"	Middle of Sept.
SHANGHAI, YOKOHAMA and KOBE	"TRANSQUEBAR"	On 15th Sept.

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PROPOSED SAILINGS:

OUESSENT	10th Sept.	CEYLAN	26th Nov.
AMIRAL OLY	12th Oct.	COBSE	11th Jan. 09

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

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P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 7th September, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. A. Keith, Tons 5309	WEDNESDAY, 16th Sept., at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via KAGAWA MARU	YAMBA MARU Capt. C. H. Butler, Tons 6133	WEDNESDAY, 30th Sept., at Daylight
KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	NIKKO MARU Capt. G. S. Lapraik, Tons 6331	TUESDAY, 15th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. T. Harrison, Tons 5539	FRIDAY, 2nd Oct., at Noon
KOBE and YOKOHAMA	KAMAKURA MARU Capt. H. Fraser, Tons 6126	FRIDAY, 9th Oct., at Noon
SHANGHAI, MOJI, and KOBE	YEBOSHI MARU Capt. M. Winkler, Tons 3412	TUESDAY, 8th Sept., at 4 P.M.
ROMBAY via SINGAPORE, and COLOMBO	KUMANO MARU Capt. B. Kun, Tons 4097	TUESDAY, 29th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5076	WEDNESDAY, 30th Sept., at Noon

Omitting Keelung and Shimiden.

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Hongkong 5th September, 1908.

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Hongkong, 31st August, 1908.

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TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

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Hongkong 23rd July 1908

SHIPPING IN PORT.

EXAMINERS.

ABANA, British str., 3,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—S. S. O. H. Co.
ADISACRAGI, British str., 2,166, A. D. Moody, 30th August—Barry Dock 14th July, Coal—Navy Department.
AMERICA MARU, Japanese str., 3,460, W. E. Filmer, 28th August—San Francisco and Shanghai 26th August, Mails and General—Toyo Kisen Kaisha.
ARRELLI, British str., 2,439, Winnamo, 24th August—Whampoa 33rd August, Ballast—Hisco Co.
BLOCKER, German str., 1,341, F. Sembill, 3rd September—Sandakan 29th Aug., General—Melchers & Co.
BUJUN MARU, Japanese str., 1,811, M. Nemoto, 4th Sept.—Swatow 3rd Sept., General—Osaka Shosen Kaisha.
CHILLI, British str., 1,149, J. Warrack, 4th Sept.—Haiphong 31st August, General—Butler Ltd & Swire.
CLAVESBURN, British str., 2,518, W. H. Sedou, 24th August—General from Cardiff, Coals—Dodwell & Co.
FOREST DATE, British str., 2,883, Noall, 24th August—Samara g 10th August, Sugar—Butterfield & Swire.
GERMANIA, German str., 1,713, H. Lorenten, 3rd September—Bangkok and Amoy 2nd September, General—Jensen & Co.
HAILAN, French str., 1,477, O. A. Hoeg, 31st August—Hobow 28th August, General—A. B. M. str.
HUGHLOW, British str., 1,217, E. Forsyth, 3rd Sept.—Welshair 19th August, General—Butterfield & Swire.
ITZEKAS, German str., 1,446, W. Vogeley, 3rd September—Chinkiang 27th August, General—Hamburg-America Linie.
JOHN HARDIN, British str., 2,816, McMillan, 26th August—New York 19th June, Kerosene Oil, Steels, Oil, &c.
KAIPONG, British str., 987, Mathies, 22nd Aug.—Batavia and Bolo 18th August, General—Butterfield & Swire.
KOESICHANG, German str., 1,292, Gossowich, 4th September—Bangkok 29th Aug., Rice and General—Butterfield & Swire.
KWANGTAH, Chinese str., 1,536, Wm. H. Hunt, 30th Aug.—Shanghai 27th Aug., General—Chinese.
LAMINGTON, British str., 2,238, Macphail, 31st August—Hongay 28th August, Coal—Butterfield & Swire.
LAUSAN, German str., 2,058, Sperling, 25th Aug.—Mojil 17th Aug., Coal—Jensen & Co.
LENNOW, British str., 2,574, F. McNair, 24th August—Vancouver 27th July and Shanghai 20th August, General—C. P. B. Co.
LIANGHOH, British str., 1,215, H. Harder, 4th Sept.—Newchwang 30th August, General—Butterfield & Swire.
LOCKERB, German str., 1,030, W. Taubert, 25th August—Bangkok 17th August, Rice—England & Swire.
LOONGKONG, British str., 1,092, S. J. Payne, 24th August—Manila via Amoy 23rd Aug., General—Jardine, Matheson & Co.
LOYAL, German str., 1,237, F. Natsios, 30th August—Bangkok and Kolschlag 32nd August, General—Sander, Wisler & Co.
MACDOFFS, British str., 1,228, O. H. Burch, 17th August—London and Singapore 11th August, General—Dodwell & Co.
MANTLA, German str., 1,108, F. Minssen, 31st August—Seyoo 30th July, General—Melchers & Co.
MAUHAN, British str., 1,544, Weigall, 28th August—Sandakan 22nd Aug., Timber and General—Jardine, Matheson & Co.
NAMSANG, British str., 2,561, P. M. B. Lake, 3rd Sept.—Calcutta and Singapore 28th Aug., General—Jardine, Matheson & Co.

1st September—Portland and Moji 27th
August, General—F. & A. S. Co.
ORAKO, British str. 1,787, F. Wheeler, 14th
August—Moji 6th August, Coal—Jardine,
Matheson & Co.
QUANTA, German str. 1,852, H. Madison, 15th
Aug—Palei 9th Aug, Old Iron
Tanks—Sander, Wiegler & Co.
RAJNA, Norwegian str. 1,200, Angensen, 17th
August—Bang 10th August, Timber—
Wallon & Co.
RINDAL, Norwegian str. 2,276 Stangeby, 3rd
September—Moji 28th August, Coal—
Asgard, Thoresen & Co.
SANTA, German str. 1,842, Deiler, 12th August

HONGKONG TIDE TABLE					
From September 7th to 18th, 1138.					
HIGH WATER.			LOW WATER.		
Day of Month.	Mean Time.	Height in fms.	Day of Month.	Mean Time.	Height in fms.
Mon.	7	h. m. 5 41	ft. in. 1 85	h. m. 1 55	ft. in. 4 0
Tues.	8	h. m. 6 49	ft. in. 2 7	h. m. 0 11	ft. in. 3 0
Wed.	9	h. m. 6 48	ft. in. 3 0	h. m. 1 47	ft. in. 2 7
Thurs.	10	h. m. 9 24	ft. in. 3 0	h. m. 3 0	ft. in. 2 0
Fri.	11	h. m. 9 37	ft. in. 3 0	h. m. 2 20	ft. in. 1 0
Sat.	12	h. m. 10 29	ft. in. 3 0	h. m. 1 4	ft. in. 1 0
Sun.	13	h. m. 11 25	ft. in. 3 0	h. m. 3 45	ft. in. 1 7
		h. m. 11 25	ft. in. 3 0	h. m. 3 18	ft. in. 2 3

SHIMOTO MARU, Japanese str., 2,478, Atsumi,
3rd September—Mojí 28th August, Coal—
Onaka Shosen Kaisha.
TAISHUN, Chinese str., 1,264, Klopfer, 2nd
September—Shanghai 30th Aug, General
—Chinese.
TEAN, English str., 1,346, A. W. Outterbridge,
4th Sept.—Manila lat Sept., General—
Butterfield & Swire.
TRIUMPH, German str., 705, J. S. Hansen, 4th
September—Macao 4th Sept.—Jensen & Co.
YATSHING, British str., 1,434, M. Courtney,
3rd Sept.—Shanghai 29th Aug, General.
—Jardine, Matheson & Co.
YUNNAN, British str., 1,203, W. O. Jones, 3rd
September—Okinaka via Shanghai and
Sewoon 2nd Sept., General—Butterfield
& Swire.
ZAPIDO, British str., 1,619, E. Rodger, 31st
August—Manila 28th August—Shewan,
Tomes & Co.

MESSRS. FALCONER & CO.'S REGISTER.

September 6th.

Barometer 9 A.M. 29.85	Therm. (Wetbulb) 9 A.M.
Barometer 1 P.M. 29.53	Therm. (Wetbulb) 1 P.M.
Barometer 4 P.M. 29.80	Therm. (Wetbulb) 4 P.M.
Thermom. 9 A.M. 83	Therm. Maximum
Thermom. 1 P.M. 83	Therm. Minimum over night
Thermom. 4 P.M. 83	

STEARERS PASSED THE CANAL.
Aug. 12th—Austria, 15th—Isarelty, 20th—
Silesia (Gent.). 19th—Benderson, Hamb.
Mars, Pathan, Lilouov. 25th—Alcorno
Hitchak Mars, Liberia, Ville de la Gode
20th—Melsam, Socorro, Sumatra. Sept. 2nd—
Argentine, Agamenides, Beaulder, Indracumini
Tendry, China W., Biam, Soyo Mars
5th—Wray Castle, Suruga, O. Ford, Lasei
Ceylon Mars, Glenharres, Hyson, Ka Gode
Mars, Peshawar.

ARRIVAL AT HOME.
Sept. 6th—Brigadier, Towns.

SAILING YESSIELE.
ECOLPSE. British 4-masted bark, 2,068, James
 While, 18th Aug.—New York 28th April,
 Case Oil—Standard Oil Co.
JUTLAND. British ship, 2,480, Stewart, 6th
 June—San Francisco 5th April, Case Oil—
 Standard Oil Co.
KING GEORGE. British ship, 2,057, Tucker, 2nd
 July—New York 13th March, Case Oil—
 Standard Oil Co.

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